Capital restructuring of Shipping Corporation of India

251. SHRI KAMAL MORARKA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal under Government's consideration for capital restructuring of Shipping Corporation of India;

(b) if so, what are the details of the proposed capital structure; and

(c) what is the present profitability of Shipping Corporation of India an" what is the expectation after implementing the capital restructuring ?

THE MINISTER OF SURFACE TRANSPORT AND THE MINISTER OF COMMUNICATIONS (SHRI K. P. UNNIKRISHNAN):
(a) Yes, Sir.

(b) The proposal under consideration envisages conversion of part of the outstanding loans of Shipping Corporation of India Ltd. to Government into equity with a vicwto obtain a debt-equity ratio of 3: 1 as on 31-3-89:

(c) The profits earned by the Shipping Corporation of India Ltd., during the last two years are as ■ follows:

Net Profit after Tax (Rs./Crores)

TRANSPORT be pleased to state:

(a) whether any changes have been made or being contedlated by . the International Standard Organisation relating to the freight containers industry for increasing the standard dimensions and ratings of containers;

(b) if so, what is Government's reaction thereto; and

(c) what would be the resultant effect of such changes, ?

THE MINISTER OF SURFACE TRANSPORT AND THE MINISTER OF COMMUNICATIONS (SHRI K. P. UNNIKRISHNAN)!
(a) No change in standard dimensions and ratings or freight containers has been made by International Standard Organisation. A Committee of International Standard Organisation has under its consideration certain proposals for changes.

(b) The Government have reiterated their position that the present standardized dimensions of freight containers should not be changed at this stage.

(c) Containcrisation has started picking up in the developing countries only recently and any changes would affect the development of combined transport, especially on the inland transport leg, for tha following reasons;

(i) The existing gauge clearance and the maximum moving dimensions do not permit containers of more than 8 ft. 6 inches height on Indian rail/road system.

(ii) Any increase in rating beyond 24, 000 KG will lead to serious technical difficulties, such as axle load restrictions and maximum permissible loads on the bridges and highways in India.

(iii) The above changes would also make equipment and infrastruture at the Indian Ports obsolete